

CARNIVAL By Dick Turner

1000

REPUBLICAN TROOPS RECAPTURE MADIUN

Batavia, September 30.

The recapture of Madiun, the Indonesian Communist stronghold and the revolutionary capital, in East Java, seized by the Communists 12 days ago, was announced by the Indonesian Republicans tonight.

Madiun was seized two days after the Indonesian Communist Party, led by the veteran Muso, and supported by the former Socialist Premier, Dr. Amir Sjarifuddin, had forcibly overthrown the Republican administration and formed their own National Front.

Both leaders are now missing. They are believed to have escaped into the nearby jungle-covered mountains where the second phase of the guerrilla warfare is expected to begin immediately.

Madiun's fall was announced in an Order of the Day from Colonel Gnot Subroto, the Republican Military Governor of the area, who also reported the capture of Wonogiri, 20 miles south of Sukakarta, south central Java, and Ngawi, 15 miles north of Madiun, a key road junction on the way to the Republican oil town of Tjepu.

The Order said the Republicans were going on to recapture Patitan, on the south coast. Ponorogo, 15 miles south of Madiun, and Purwodadi, 30 miles north of Sukakarta.

This was the first time the Republicans had admitted that Patitan had been captured by the Communists. After the Dutch police action last year and the capture of all main ports held by the Republic by Dutch forces, the Republic had been building a new port for overseas shipping at Patitan.

10,000 Troops

The fall of Madiun came after news of Colonel Subroto's three-pronged drive at the head of 10,000 troops on the Communists entrenched in the city. Madiun was surrounded by the Republicans yesterday. Communists who formed the National Front Government were at that time, reported to have fled southward.

Unconfirmed reports here said the Indonesian Republican Army's Fourth Division had gone over to the Communist insurgents and was attacking the Republic's only oil town of Tjepu.

In their offensive against the main Communist stronghold at Madiun, the Republicans were holding two of the four principal towns forming the Communist outer defense screen, last reports had said.

The Republican-held key towns were Ngawi, east of Madiun, and Megatlan, to the west.

In Bandung, West Java, the Pseudon State Parliament today rejected a proposal to obtain Republican recognition but decided to ask the Dutch to retract the decision to expel Republicans from Batavia.—Reuter.

Widow Presents Crook To Bishop

Union, Berke, September 30. The Right Reverend J.L. Wilson, Bishop of Singapore and formerly Dean of St. John's Cathedral, Hong Kong, was presented with an 18th century shepherd's crook for use as pastoral staff at services at his parish church in this small village tonight.

The presentation was made by Mrs. Fanny Tyler, 82-year-old widow of an Union shepherd.

Cimon Moore, Vicar of Kuala Lumpur, whose father was formerly Rector of Union, remembered the crook and asked the present Rector whether he could have one made like it. The Rector found that Mrs. Tyler had the original. It was fitted with a new staff and dedicated by Bishop Wilson tonight.—Reuter.

"GROSS LIE" SAYS HUNGARIAN

Budapest, September 30. The Hungarian Foreign Ministry today denounced as a "gross lie" the charges by two expelled American oilmen that they had been "forced" to sign confessions of sabotage.—United Press.

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NEXT CHANGE "GORILLA MAN"

Aircraft Safer Than Donkey

London, September 30.

It is more dangerous to approach a donkey in the United States than to fly in a transport plane.

This was stated today by one of Britain's leading air experts at a gathering of distinguished scientists representing the Royal Aeronautical Society.

The expert, Mr. Peter G. Massfield, director of long term planning and projects at the British Ministry of Civil Aviation, told his listeners that air transport was not safe enough, but that it was "nothing like so unsafe" as was suggested by headlines in the non-technical press.

"Indeed," he said, "in the United States last year statistics show that there were more people killed to death by donkeys than were killed in air transport."

"One must assume that a very dangerous breed of donkey is reared in the States."

But as 12,600,000 people flew for 6,095 million passenger miles on United States domestic airline in 1947 and (although it was a bad year for accidents) only 109 of them were killed, and as I very much doubt whether the donkey miles approached this figure, it may be assumed that it is more dangerous to approach a donkey in the United States than to fly in a transport plane.—Reuter.

PARTY PURGE

Budapest, September 30. The National Peasant Party, a member of the Government coalition, announced today that it had purged 10,000 of its 18,000 members in the Budapest city organisation.—United Press.

US Rejects Korea Withdrawal Plan

Washington, October 1.

The United States has rejected a Soviet proposal for simultaneous withdrawal of Russian and American troops from Korea this year.

The U.S. replied that the troops issue would be discussed with other Korean questions before the United Nations.

The American reply was contained in a brief note from the U.S. Embassy in Moscow to Soviet Foreign Minister M. Molotov. The note was delivered on Tuesday and published by the U.S. State Department yesterday.

The note was in response to a written announcement from Mr. Molotov to the Embassy on Sept. 12, saying Russian forces would leave Korea by the end of this year, and expressing hope the U.S. would do the same.

It is understood the U.S. note in effect accused the Soviets of having refused to co-operate with the United Nations recommendations for creating a nationwide political structure in Korea.

The U.S. note left the way open for American withdrawal of forces regardless of what action the U.N. takes.

Authorities in Washington say that if the U.S. occupation forces are withdrawn while danger of Communist aggression from the north exists, the American military mission may provide the South Korean Government with help to organise and meet an invasion from the north.—Associated Press.

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"SUEZ"

Heli-Jet Mail London-Paris

Paris, October 1.

A letter was carried from the heart of London to the heart of Paris in 46 minutes, 20 4/5 seconds yesterday.

It made the trip by helicopter between the centres of the two cities and the airports and between the airports by jet planes.

The letter was sent by the Lord Mayor of London to the President of the Paris Municipal Council, as a test of the possibilities of helicopter delivery by mail.—Associated Press.

Senior Official Addresses Air Inquiry

London, September 30.

A senior official of the British Civil Aviation Ministry today addressed the public inquiry into the collision between a Swedish airliner and a British York transport near Northolt Airport London on July 4, when 39 people lost their lives.

He said the increase in size of aircraft had aggravated the problem of vertical separation of planes over airports in Britain.

The British Overseas Corporation had expressed concern about the continued use of the 500 feet separation because their Constellation aircraft could not be flown within a guaranteed error of 100 feet at a given altitude.

On United States domestic airlines companies agreed with the BOAC that 500 feet was "too risky."

The approach co-ordinator at Northolt on July 4, told the Court that signals received indicated that the Swedish machine was flying 4500 feet near Northolt just before the collision and the York was overhead descending to 3,000 feet.

The hearing was adjourned until tomorrow when it is expected the public proceedings will be concluded.—Reuter.

BERLINERS MAY HAVE MORE WINTER RATIONS

Frankfurt, September 30. Speaking today of the Russian Yak fighters' recent "buzzings" of airlift planes, the United States Military Governor, General Lucius D. Clay, said that it would take a lot more than buzzing to frighten or interfere with the airlift.

He was answering a question whether, in view of the "buzzings", he was considering the introduction of escorts.

Asked about the prospect of obtaining the 100 additional C-54 Skyraider planes mentioned in a desirable by General Curtis E. LeMay, head of the American Air Forces in Europe, General Clay said: "Forty are on the way and I am a very hopeful and optimistic man."

General Clay announced that full agreement on economic fuel with the French Zone had been reached among the Military Governors. It was at present awaiting approval from Washington and an official announcement could be expected "within two or three days."

He said the unfreezing of foreign investments in Germany and the admission of new foreign investments was being held up by "differences which have arisen between ourselves and the British."

The matter was still under discussion between the British Military Governor and himself. He hoped for an early agreement.—Reuter.

Does Not Think War Imminent

St. Louis, September 30.

The Secretary of the United States Army, Mr. Kenneth C. Royall, said here that war was not imminent in his opinion.

"But," he added, "we must realise that the determination of war is not in our hands, but in the hands of a few despotic and powerful men. It is the timing, only, and not the ultimate purpose of these men that is uncertain."

"We know that the Soviets maintain more than 4,000,000 men under arms, and support a military establishment that would cost America \$35,000,000,000 a year. And with no threat of aggression against Russia, and we know that this force is being maintained for some future purpose other than defence."—Reuter.

SMUGGLED GEMS TO BE AUCTIONED

Singapore, September 30. Diamonds, which are part of £125,000 worth of contraband seized here on Sunday, will be sold by public auction, it was announced yesterday.

Local authorities said the gems were smuggled in by an employee of the Royal Dutch Airlines and are now government property.—Associated Press.

London, October 1. The Colonial Office has announced that Sir Henry Murray, the new High Commissioner for Malaya, will leave for Malaya by plane on Friday.—Associated Press.

Too Many Mothers For One Boy

Plymouth, September 30.

The strange case of a boy with two "mothers" reached the courts here today when Stella Costello, wife of a fisherman, was charged with "detaining" the child with intent to deprive his parents of possession.

The boy, Barry Buller, disappeared from his home here about three and a half years ago when he was 18 months' old.

This week his mother, Mrs. Ruth Buller, claimed, to have identified him in the person of Barry, legally adopted son of Mr. and Mrs. Donald Ballard.

The Ballards, who call their adopted son Timothy, received him from a London County Council nursery last February, about three years after he was found abandoned in a restaurant in London's Chinatown.

The two "mothers" met and Mrs. Buller was reported to have agreed to let the child stay with his foster parents.

Stella Costello went to the police last Tuesday after reading newspaper reports of the meeting of the two women.

In court today it was alleged that she told the police: "Mrs. Buller gave the baby to me. She knew I was going to London and I was going to keep the baby. She said that she would send his ration book to me there. I wrote to her afterwards and told her I left the baby in a Chinese restaurant and I gave her the address."

"There was a police station at the end of the street and I hung about until I saw Barry was taken there. I intended to keep him, but I could not get rooms anywhere in London with a baby."

"When I saw what was written in the papers last Monday I decided that I would go to the police and tell them that I was the woman they were looking for."

Stella Costello, who described herself as a former waitress, was remanded in custody for a week.—Reuter.

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OPENS ON SUNDAY "ANTHONY ADVERSE" starring FREDRIC MARCH • OLIVIA DEHAVILLAND



Events in Korea provided a fantastic situation, perhaps the most fantastic of all post-war monstrosities, for Korea after all, was not an enemy country, but was supposed to receive under the benevolent tutelage of the Western Powers the gift of freedom.

Free elections under U.N. supervision have already been held in South Korea and have produced a government which the North rejects; elections held in the North have been of the familiar 'new democracy' type, no political activity being allowed outside the unwholesome Communist-controlled bloc and the U.N.C. Committee was refused entry to the zone or permission to supervise the elections there.

The same attitude also rules out acceptance of the

the North People's Committee ran everything under Russian supervision and the Communist army was built up daily. At last the Americans began to get wise to the trick that was being played on them and to realise that negotiations never would result in any agreement unless it was for Communist control of Korea which had been the Russian objective from the beginning. So this year, national elections have been held, a government formed and Korea recognised by America as an independent State with the sequel that the formation of an army in South Korea has been taken in hand three years after war was started in the North. Russia's tactics will not alter American policy, but the situation has the uncomfortable aspect of creating one more potential cockpit for a nerve-strained world.

expans Ching Kai-shek to the
tialism by reneging on his commu-
mitments. He had a lot of gooc-
sense in his talk. "Importance
making good—first foreigner
handle Chinese troops. Impres-
sion made" on these troops "to
make of" bread and meat. Look
at the Chinese. He repeated instructions
and went over all the points he
had made. Look at it boldly, and
the Chinese are doing a big thing
from their point of view in hand-
ling over this force to a 500,000
kung (old hat) they don't know
very well. It may be a good
thing, but they should be
given due credit in spite of the
restrictions they have put on
me.

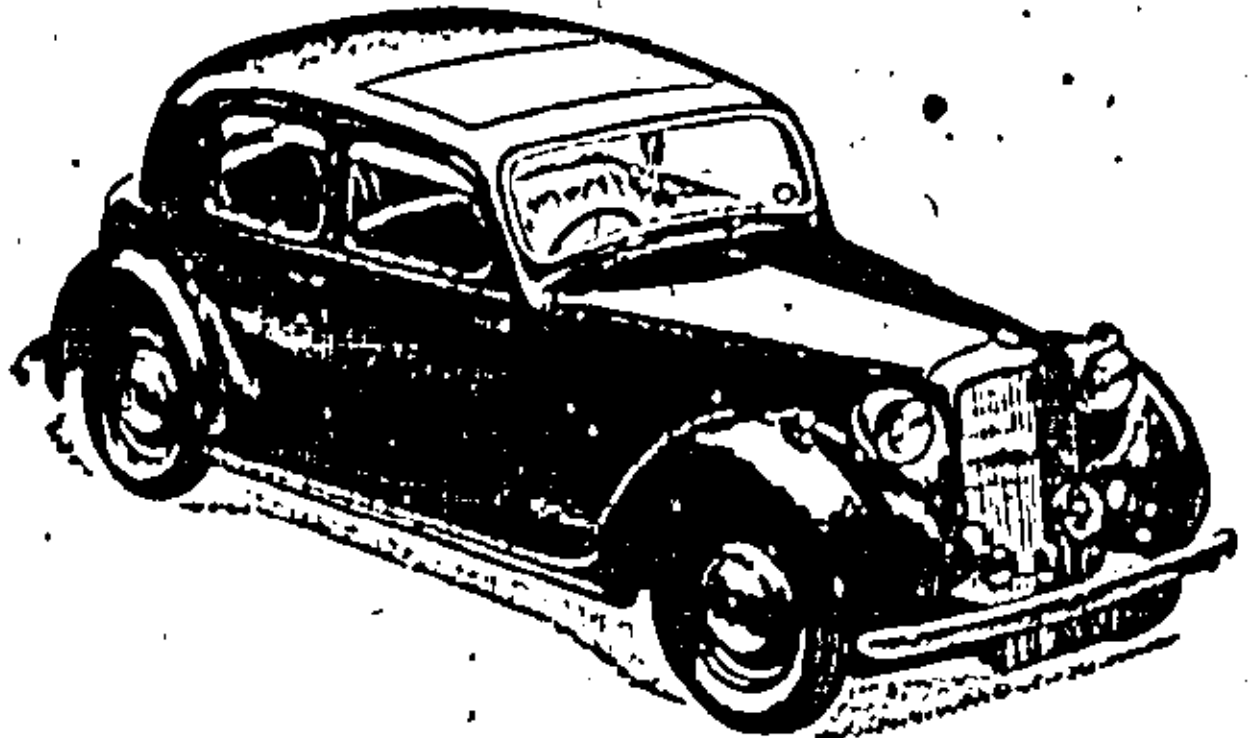
22nd and 26th Divisions (Chong
Fifth Army) edge in when commu-

MARCH 12.—At Maymyo, Merrill's story of the Burma campaign no plan, no reconnaissance, no security, no intelligence gathering, no preparation, no general attack in the Salween. "Vigorous Japs reorganization and patrols; none by the British." Rough estimate, 14,000 British against 26,000 Japs. Merrill believes he has been deliberately misinformed.

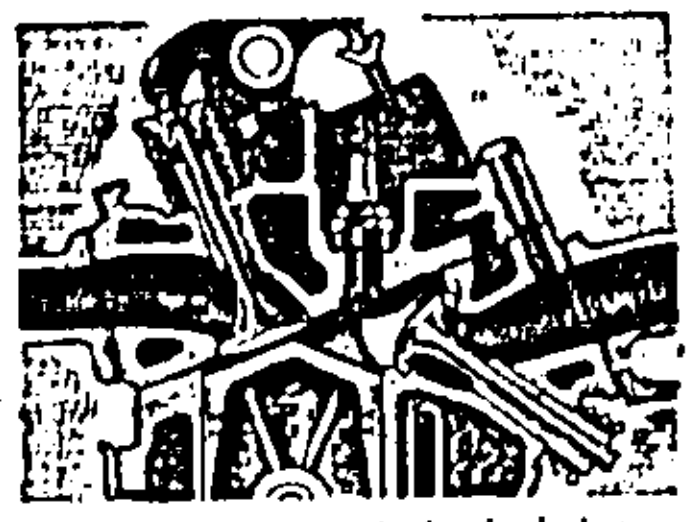
Talked with Gen. Reginald Dorman-Smith, who said the senior staff officer told him the work was done, but we have no official word from the Burmese. It took too long with us," he said. "I agreed to help in any way we could, and told me to call on him direct. As soon as I did, he was commanding the Chinese troops."

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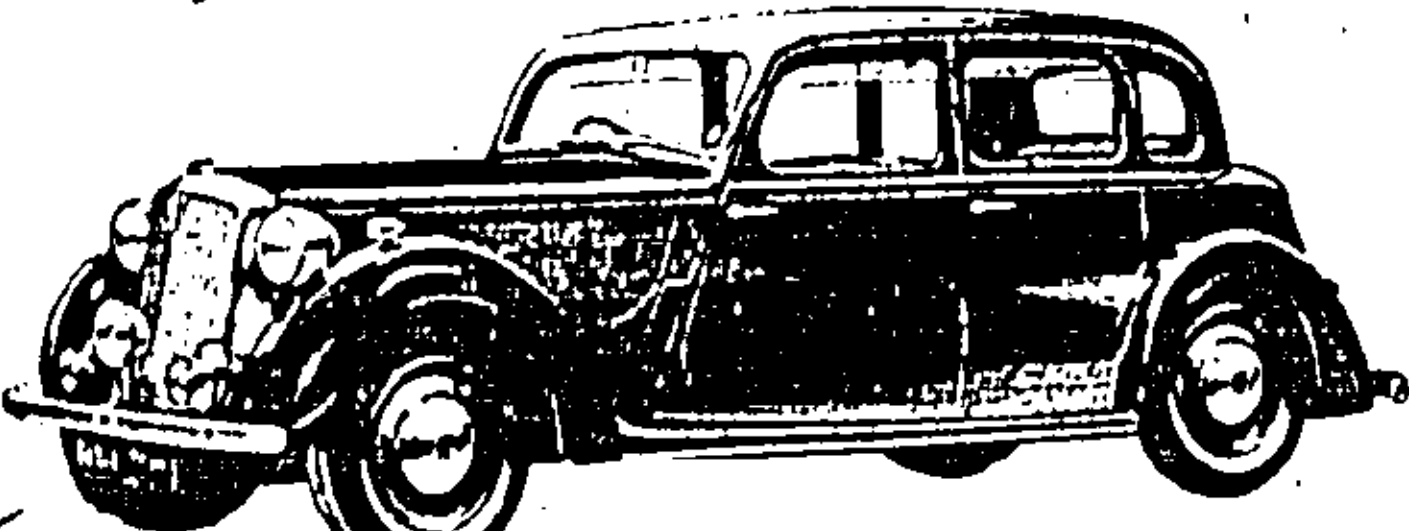


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MOTURING NEWS AND VIEWS

Keen Economy Required On "Standard" Ration

With the advent of the "standard" ration at home the need for the greatest possible economy in the use of petrol becomes paramount and the following hints which have just been received by the Hong Kong Automobile Association from the A.A. at home will prove valuable to those contemplating a "motoring leave". Much can be done by the driver to "stretch" the official allowance, for it is not generally recognised that by driving technique alone fuel consumption for a 10 h.p. car can vary as much as from 22 to 40 miles per gallon.

Speed is one of the most important factors. Generally, a steady 30 to 35 m.p.h. is the most economical. Variations of speed are wasteful and should be as gradual as possible, particularly on deceleration, for on sudden release of the accelerator at high road speed an excessive quantity of rich mixture is drawn from the carburettor.

Sustained high speed, i.e. 50 m.p.h. and over, rapidly increases the rate of consumption, whilst violent acceleration—as, for example, to beat the "other fellow" from traffic lights—is even more wasteful.

On moderate gradients it is better to maintain a steady speed on top than to change into a lower gear—unless the engine labours. If a change is needed use the minimum throttle opening that enables the climb to be made comfortably with the engine under as light a load as possible. Avoid "re-starting" on severe gradients.

Take advantage of descents by coasting in neutral, but not with the clutch held out. On long hills switch off the engine, but remember you must then rely entirely on the brakes for retardation or in an emergency, and keep the speed well under control. Use the free wheel, when fitted, when the same warning as to brakes applies.

Soft tyres cause considerable drag which absorbs engine power. Be meticulous in checking and correcting pressures.

Another important thing to watch is upper cylinder lubricant. This is beneficial in that it keeps the engine free, facilitates starting from cold and provides lubrication for the valve guides. It also shows up leaks in the fuel system.

Maintenance

To get the most out of your car it is essential that you should have it maintained in good order at all times.

Arrange with your repairers to check that all cylinders have good and equal compression; ensure that valve tappet clearances are correct. He should inspect sparking plugs to see they are

Drivers' Musts And Must Nots

DO...
...drive at a steady pace
...avoid unnecessarily violent acceleration and deceleration and excessive use of the intermediate gears
...keep well within the medium speed range for the particular vehicle concerned
...slow down in good time when stopping
...switch off the engine when the car has stopped and, whenever possible, at traffic lights
...see that the ignition timing is correct and that the glow running is adjusted to the slowest possible
...see that the engine is kept at an economical temperature. Some modern engines are inclined to over-heat. Partial blanking off of the radiator on cold mornings assists rapid warming up.

DON'T...
...use the choke unnecessarily
...race the engine in neutral
...keep "blipping" the accelerator
...overload the vehicle
...forget to turn off the petrol tap where one is fitted
...split petrol when filling the tank
...press the accelerator when switching off
...forget to set the ignition lever (when fitted) in the fully advanced position where the engine load permits.

clean and that the gaps are correct. If the present set of plugs has been in use for more than 10,000 miles, new ones should be fitted.

Ignition timing should be checked and a watch kept that

the automatic advance mechanism is working. Where a fuel pump is fitted check its working pressure regularly and see that the slow running mixture screw is properly adjusted.

Adjust the throttle stop to give slowest possible idling. Examine the choke and starting device and see that it frees properly. An air cleaner element (when fitted) should be clean and jets set as recommended by the manufacturers.

General Service

Wheel alignments must be checked and hubs properly greased. Brakes, when "off," should not rub.

Grease and service the car generally and ensure that the correct grades of lubricants are in the engine, gearbox and rear axle.

Distinct from economy in actual fuel consumption are causes of fuel wastage which can be aptly termed "the leaky tap." They are: the leaking tap itself; leaking drain plug and seams in the fuel tank; defective pump diaphragm; punctured carburettor float; careless filling and unnecessary idling.

Service In The States

In a recent issue of "The Motor" the correspondence column had a story of servicing as it is done in the United States.

If I had a lesson in super service recently," writes the correspondent (a British Army officer), "when the engine of my Chevrolet was overhauled in one day. I took my car to the main Chevrolet dealer in Washington, D.C., at 8.30 a.m. and drove it away at 7 p.m."

"The work done on the car was as follows: new wings, new exhaust valves, new valve springs, valve seats recut and all valves reground, shims removed from all bearings, rockers refaced, oil pump and carburettor reconditioned, new points fitted to the distributor, all oil ways and fuel lines flushed out.

"The total cost for parts and labour was US\$7.50."

Breakdown Scheme

From another source comes the news of an emergency breakdown scheme introduced into New York to reduce congestion on busy highways.

Motorists whose cars have broken down merely dial Murrayhill 7-2224 on the nearest telephone and an operator then gets in touch with the nearest garage and arranges for the necessary parts or assistance to be sent out.

Any garage which fails to send out immediate first-aid, on request, is removed from the city list. The cost of the service is controlled.

"STANDARD" RATION

From June 1, 1948 the "standard" fuel allowance at home for a period of six months is:

Private Cars up to 9 h.p. (or up to 1,100 c.c.), 18 gallons; 10 to 13 h.p. (1,101 to 1,600 c.c.) 22; 14 to 19 h.p. (1,601 to 2,400 c.c.) 28; 20 h.p. and over (over 2,400 c.c.) 31.

Motor Cycles up to 250 c.c., 9 gallons; over 250 c.c., 13. The motorist from overseas taking a car home with him or buying a car at home will receive a allowance sufficient for 1,000 miles for the first month, and for 300 miles in the two following months, a total of 1,600 miles.

In addition he will receive a special allowance to cover the trip from the port of disembarkation to his ultimate destination and back to the port of embarkation, or if he buys a car at home, from the place of delivery of the car to his ultimate destination and thence to the port of embarkation.

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Australian Mass-Product

The first motorcar to go in to mass production in Australia is expected to be on sale to the public towards the end of 1948.

Machines and plant have been installed at the Fisher-men's Bend, Melbourne, factory of General Motors, and prototype cars are now being tested.

Original design and development was carried out at the General Motors' Detroit headquarters, and the equipment was transferred to Australia in 1946.

Push-Button Motoring

Britain's first push-button car has arrived. Simply by touching a switch near the driver's knee on the latest Austin model—the 10-m.p.h. Atlantic, announced yesterday by Mr. L.P. Lord—the canvas hood is made to rise or fold automatically.

The switch sits snugly on a little shelf in the driver's side of the Atlantic, 6in. from the floor. It shares this niche with two other buttons which control robot winding-mechanism operating the windows.

There have been British cars before with push-button gadgets but the Atlantic is the first model to go into standard production with these features.

A "Convertible"

The Atlantic is aimed straight at the American market. That is why it has not been given a "county" name like the earlier Devon and Dorset or the new 10 h.p. Hampshire (also announced yesterday).

It is also the reason they call the Atlantic a "convertible"—"drop-head coupé" to you—and have fitted such features as flashing-light turning signals instead of British-style trafficators.

The Atlantic goes into production shortly. Before long it will be joining the stream of A40s that for months past has been heading across the ocean to earn dollars.

The Old '16'

They don't call it by Austin factory—simply the A40, the new Austin style. (That figure does not relate to the car's speed but to the horse-power it develops at maximum revs.) Actually the Atlantic is a 17-h.p. car under the old R.A.C. rating.

The four-cylinder, over-head-valve engine is the same as that used by the Austin 16 (going out of production in a year or so), but the cylinders have been bored out to give a bigger capacity and twin carburettors are used.

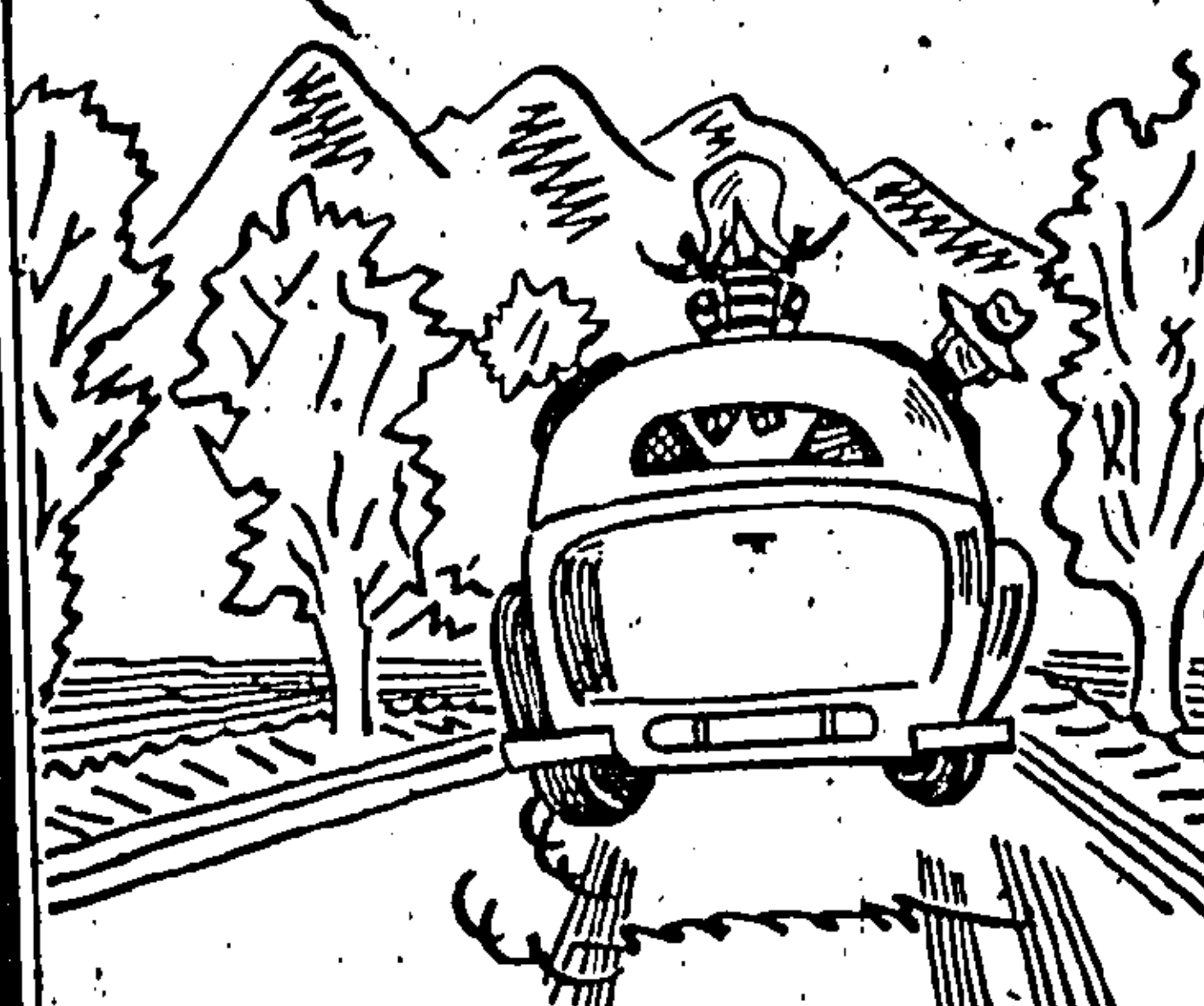
Easy Change

There are a four-speed gearbox with a steering-column change lever, independent coil springing for the front wheels, and the instruments include a rev-counter.

List price of the Atlantic—turned out in red, cream, blue, or green—is £745, and purchase tax amounts to another £207 13s. 11d.

The new four-cylinder, four-speed, four-door Hampshire (A70) costs £475, plus £132 13s. 11d. tax. The bonnet and general styling resemble that of the smaller A40.

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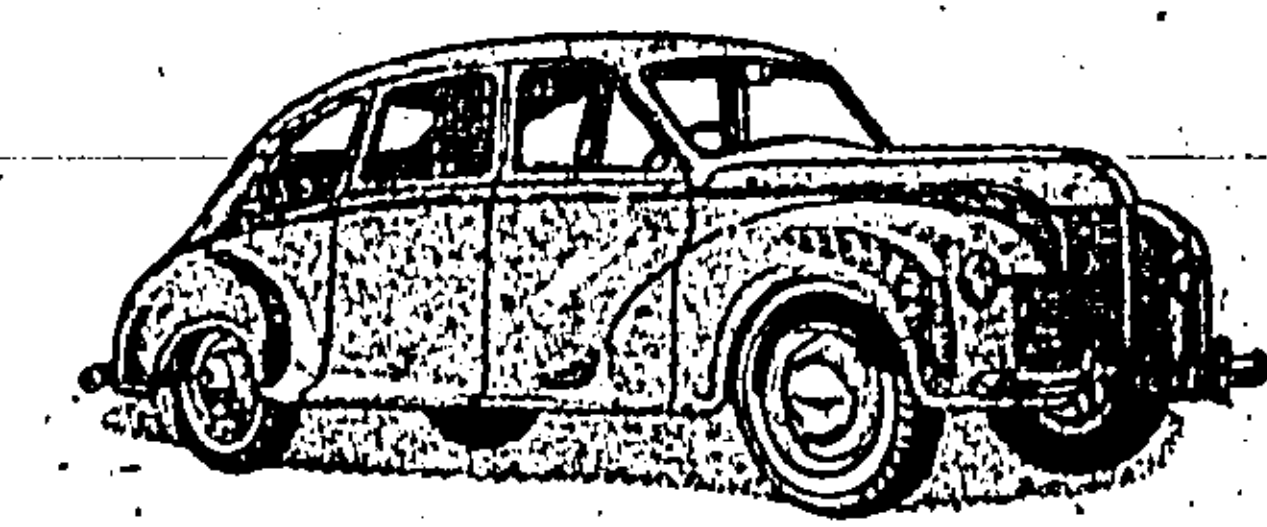
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TRUMAN ATTACKS IN AGGRESSIVE SPEECH

ESTIMATES OF US ARMS AID

Washington, September 30. Congress circles awaiting the appointment of Western Union defence chiefs have drawn up estimates of the military aid required by Britain, France and Belgium—three of the five Brussels Pact nations—from the United States.

Britain, it is supposed, would wish for raw materials rather than finished arms, while France and Belgium would probably ask for tanks, guns and planes. Britain's greatest needs for materials are expected to be in steel and aluminium.

Eventually, authoritative sources said, the scheme would propose the standardisation of arms under the projected "Atlantic Pact" combination of nations, embracing the United States and Canada.

Arms standardisation will not be achieved rapidly, it was admitted, but it has been agreed that a standardisation programme already discussed by the United States, Canada and Britain.

The question of the United States becoming a fully-fledged member of the western regional military pact is not yet decided but is being tackled by an Ambassadorial committee, which has been meeting here for some months.

Even if such a step should be decided at this level, it will still be up to Congress to ratify or reject the proposal.—Reuter.

Louisville, Kentucky, September 30. President Truman today charged that the Republicans and the National Association of Manufacturers had conspired in a vicious campaign of "shameful tommyrot" to destroy price controls.

Mr. Truman climaxed an intensive day of 16 campaign speeches in four States with another aggressive speech delivered in the Jefferson County Armoury here. After spending the night here, he will campaign tomorrow in Kentucky and West Virginia.

"The reason the NAM set out to destroy price control was that, in their greed, the leaders in big business wanted to make higher profits," said Mr. Truman.

His attack ended what seasoned observers regarded as one of the most hectic days in American political campaign tours. It included a drive of 141 miles through Southern Illinois and nine speeches which threw him behind schedule by more than two hours.

Denouncing the Republican Congress time and again, in his Illinois speeches, Mr. Truman made a strong bid for the support of John L. Lewis' unpledged United Mine Workers.

"In 1946 the NAM set out on a well-planned and well-financed campaign to destroy price controls and in one year the organisation spent a million dollars for this purpose."

Time For A Change

In this period, he said, corporate profits were soaring and business was not suffering under the Office of Price Administration.

Dewey Proposes 9-Point American Foreign Policy

Salt Lake City, Utah, September 30. Governor Thomas E. Dewey of New York, the Republican presidential candidate, proposed tonight in a major campaign address a 9-point American foreign policy aimed at lasting peace but making it "perfectly plain that we do not intend to be bullied or bluffed" by Russia.

Mr. Dewey said: "In shaping our foreign policy from now on, I intend that we shall continuously, unfailingly every day remember the lesson of Munich."

Mr. Dewey renewed his proposal for a United States of Europe to establish a peaceful power "so strong that no des-

TIDE TURNED SAYS ACHESON

Lansing, Michigan, October 1. The former U.S. Under-Secretary of State, Dean Acheson, declared yesterday that "the tide has turned" against Russia's drive for greater world power.

Although he did not minimise the "danger and great difficulty" surrounding the present East-West crisis over Berlin, Mr. Acheson said, "We are not doing badly in our efforts to build peace through world economic recovery."

"We live in dangerous times because of the decisions of another power which are beyond the control of any or all of us," he added, "and we are being revealed by Premier Stalin in a February, 1946, speech in which he rejected offers for continued co-operation.—Associated Press."

Air Force Men For Germany

Berlin, September 30. The United States High Command for Europe announced today that 4,430 Air Force reinforcements would arrive in Germany on October 15.

Of this total, which comprised flying personnel, administrative and ground staffs, 1,000 would stay as long-term reinforcements, while the others would be for temporary relief for men employed on the air corridor between Berlin and the Western Zones.

About 12,000 American airmen are at present employed on the Berlin airlift, according to the American High Command spokesman.—Reuter.

SHOWER OF EGGS FOR WALLACE

Houston, Texas, September 30. The United States Progressive Party's presidential candidate, Henry Wallace, met a shower of eggs and mingled hoots and cheers when he appeared on a platform to address a mixed audience of whites and negroes here last night.

The scene was reminiscent of Wallace's recent tour through the south-east when he was splattered by eggs and fruit several times.—Reuter.

Downfall Of Ashida Govt Predicted

Tokyo, September 30. Some Japanese sources today predicted the downfall of the seven-month-old Ashida Cabinet with the alleged involvement of a Cabinet member in what the Japanese described as the biggest post-war scandal in Japan.

Sources said the scandal surrounding Showa Denko Company, Japan's largest fertilizer producer, in connection with alleged large bribes offered to Japanese officials, "has finally spread to the Cabinet with the report that the Tokyo District Prosecutor's Office had a writ ready for the arrest of Takeo Kurosui, Director of the Economic Stabilization Board."

But the Prosecutor's Office deferred the action whether to serve the writ until after questioning Kurosui.

25 Arrested

More than 25 persons, some of them important officials of Government ministries, already have been arrested on charges of having accepted bribes from the Company in connection with large loans obtained from the Reconstruction Finance Bank.

Kurosui was the Director of the Bank when loans were made to the company.

A Cabinet spokesman was emphatic in the denial of Japanese reports that the Cabinet was considering resignation because of the reported involvement of Kurosui in the scandal case. He said that the Cabinet has implicit faith in Kurosui.

Allied officials said they knew nothing of the case concerning Kurosui other than what they have read in the newspapers.—United Press.

Special Interests

"Give us a Democratic Congress and we will move forward for the benefit of all people toward housing, better medical care, better education—all things that mean a happier and more secure life for the average American family. That is the sort of thing which we Democrats propose. That is the kind of thing Americans need and want."

Before reaching Louisville, the President made a series of campaign appearances at Evansville, Indiana, and four other towns. At each stop he stressed his major doctrine, that the Republicans are the tools of "special interests" and the Democrats will keep the country prosperous.—United Press.

I. And S. Board To Dissolve

London, September 30. Britain's Iron and Steel Board, which for two years has been advising the Supply Minister on development of the industry and supervising production, is being dissolved, it was announced tonight.

The Government is taking steps for the Ministry to carry on the Board's work. The announcement stated that the Minister, Mr. George Strauss, had invited the members of the Board, who were appointed to serve until tomorrow (October 1), to serve a further year.

Except for the Trade Union members, they told him that in the changed circumstances likely in their view to arise from the Government's proposal to nationalise sections of the industry, they were unwilling to continue. The Board was set up on the understanding that it would have no responsibility for nationalisation proposals, which were a matter for the Minister and the Government.—Reuter.

SEARCH FOR HK COMMUNIST

Manila, October 1. Police and Constabulary Intelligence agents are reported to have joined in a search for a Cantonese who is said to have come to Manila a few days ago from Hong Kong on a mission for the Communists.—United Press.

Passport Confiscated To Prevent His Leaving

Pretoria, September 30. At today's resumed hearing of the action which Dr. Y. M. Dadoo, President of the Transvaal Indian Congress, is bringing against the South African minister of the Interior, Dr. T. Dönges, counsel for Dr. Dadoo argued that the whole purpose of the action of officials who had confiscated his passport was to prevent him leaving the country.

Counsel, Mr. A. Shanks, argued that the Minister of the Interior, Dr. Dönges, was procured by illegal means—that of "imprisoning the passport."

If the Minister did not intend to prevent Dr. Dadoo from leaving there was no harm in an interdiction being granted restraining him from preventing Dr. Dadoo from leaving the Union, Mr. Shanks said.

Dr. Dadoo, whose passport was confiscated on September 10 as he was about to leave South Africa by air-liner, to attend the United Nations meeting in Paris as an adviser to the Indian and Pakistan delegations, claimed in an affidavit, "suitable arrangement for being allowed into other countries without a passport are matters which should be left to me. They are no concern of the respondent's department (Ministry of the Interior) or the South African Airways."

"I am confident I would and shall be able to make such arrangements with the authorities in other countries."

Mr. David Gould, Counsel for the Minister of the Interior, said that Dr. Dadoo's original petition to the court relied on the allegation that Mr. Arthur Smith, Immigration official, and Mr. De Vos, airport official, had contrived to prevent Dr. Dadoo from leaving.

This allegation, Counsel said, was met by an affidavit by Major-General Venter, Superintendent of South African Airways, saying that he made the decision that if the passport was withdrawn Dr. Dadoo should not be allowed to make the journey.—Reuter.

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S.S. "CANTON" sails 17th Oct. for Shanghai & Japan from London via Suez, Bombay, Colombo & Straits.
sails 30th Oct. for London via Straits, Colombo, Bombay & Suez.

M.S. "TREVAYLOR" due 27th Oct. from U.K. & Continent via Straits.

S.S. "CARTHAGE" due 22nd Nov. from London, Bombay & Straits.
sails 26th Nov. to London via Straits, Colombo & Bombay.

S.S. "SOUDAN" due 3rd Dec. from U.K. & Continent via Straits.

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"PAKHAI"	Singapore 5 p.m. 3rd Oct.
"TSINAN"	Swatow 4 p.m. 5th Oct.
"SZECHUEN"	Shanghai 4 p.m. 6th Oct.
"FOOCHOW"	Yokohama 10 a.m. 7th Oct.
"TENGTIEN"	Singapore 5 a.m. 7th Oct.
"SHENGKING"	Shanghai 5 p.m. 8th Oct.
"POYANG"	Shanghai 5 p.m. 19th Oct.
"HANYANG"	Amoy, Foochow & Tientsin 10 a.m. 20th Oct.

ARRIVALS FROM	
"TSINAN"	Swatow 11 a.m. 3rd Oct.
"SZECHUEN"	Incheon & Pusan 3rd Oct.
"FOOCHOW"	Shanghai 4th Oct.
"TENGTIEN"	Shanghai 4th Oct.
"SHENGKING"	Shanghai 7 a.m. 6th Sept.
"POYANG"	Shanghai, Amoy & Tientsin 10th Oct.

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"FATSHAN"	Sails for Canton 9.30 a.m. 3rd Oct.
"WUSUEH"	Arrives from Canton 10 a.m. 5th Oct.
	Sails for Macao 2 p.m. daily Monday to Saturday.
	Arrives from Macao 7.30 a.m. daily Tuesday to Saturday and 7.30 p.m. on Sundays.

Agents: BLUE FUNNEL LINE

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"EUMAEUS"	U.K. via Straits 14th Oct.
"CLYTONEUS"	U.K. via Straits 27th Oct.
"KURTYLIUS"	U.K. via Straits 27th Oct.

Sailings to	
"ACHILLES"	Liverpool & Glasgow via Port Sudan & Port Said 11th Oct.
"CLYTONEUS"	Liverpool & Glasgow via Port Said Mid Nov.

NEW YORK SERVICE

Arrivals from	
"AJAX"	U.S.A. via Manila & Shanghai 3rd week Oct.
"AGAMEMNON"	U.S.A. via Manila & Shanghai 3rd week Nov.

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Sailings to	
"SOOCHOW"	Sydney, Melbourne & Brisbane about 10th Oct.
"PRODUCE"	Brisbane, Sydney & Melbourne about 14th Oct.
"SHANSI"	Sydney, Melbourne & Brisbane Mid. Nov.

Arrivals from	
"YUNNAN"	New Zealand 14th Oct.
"CHANGTSE"	Australia 1st week Nov.
"SHANSI"	Australia 1st week Nov.

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(Continued at foot of next col.)

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CATC ex-Taipei via Amoy, Swatow 6.30 p.m.; ex-Nanking via Canton 6.30 p.m.

H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

PAL ex-Singapore via Hongkong, Canton, Manila 1 p.m.

ALL AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

HOAC ex-Shanghai 11.45 a.m.; ex-Taipei via Swatow 5.30 p.m.; ex-Amoy via Swatow 1.15 p.m.; ex-Canton 4.40 p.m. 6.45 p.m.

CATC ex-Taipei via Amoy, Swatow 6.30 p.m.; ex-Nanking via Canton 6.30 p.m.

H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

PAN-AMERICAN ex-San Francisco via Honolulu, Wake, Tokyo, Shanghai 1.30 p.m.; ex-New York via London, Istanbul, Damascus, Karachi, Calcutta, Bangkok 3.10 p.m.

ALL FRANCE ex-Hanoi, Haiphong 2 p.m.

TOMORROW

CNAC ex-Shanghai 11.45 a.m.; ex-Taipei via Swatow 5.30 p.m.; ex-Amoy via Swatow 1.15 p.m.; ex-Canton 4.40 p.m. 6.45 p.m.

CATC ex-Taipei via Amoy, Swatow 6.30 p.m.; ex-Nanking via Canton 6.30 p.m.

H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

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H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

PAN-AMERICAN ex-San Francisco via Honolulu, Wake, Tokyo, Shanghai 1.30 p.m.; ex-New York via London, Istanbul, Damascus, Karachi, Calcutta, Bangkok 3.10 p.m.

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CNAC ex-Shanghai 11.45 a.m.; ex-Taipei via Swatow 5.30 p.m.; ex-Amoy via Swatow 1.15 p.m.; ex-Canton 4.40 p.m. 6.45 p.m.

CATC ex-Taipei via Amoy, Swatow 6.30 p.m.; ex-Nanking via Canton 6.30 p.m.

H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

PAN-AMERICAN ex-San Francisco via Honolulu, Wake, Tokyo, Shanghai 1.30 p.m.; ex-New York via London, Istanbul, Damascus, Karachi, Calcutta, Bangkok 3.10 p.m.

ALL FRANCE ex-Hanoi, Haiphong 2 p.m.

TUESDAY

CNAC ex-Shanghai 11.45 a.m.; ex-Taipei via Swatow 5.30 p.m.; ex-Amoy via Swatow 1.15 p.m.; ex-Canton 4.40 p.m. 6.45 p.m.

CATC ex-Taipei via Amoy, Swatow 6.30 p.m.; ex-Nanking via Canton 6.30 p.m.

H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

PAN-AMERICAN ex-San Francisco via Honolulu, Wake, Tokyo, Shanghai 1.30 p.m.; ex-New York via London, Istanbul, Damascus, Karachi, Calcutta, Bangkok 3.10 p.m.

ALL FRANCE ex-Hanoi, Haiphong 2 p.m.

WEDNESDAY

CNAC ex-Shanghai 11.45 a.m.; ex-Taipei via Swatow 5.30 p.m.; ex-Amoy via Swatow 1.15 p.m.; ex-Canton 4.40 p.m. 6.45 p.m.

CATC ex-Taipei via Amoy, Swatow 6.30 p.m.; ex-Nanking via Canton 6.30 p.m.

H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

PAN-AMERICAN ex-San Francisco via Honolulu, Wake, Tokyo, Shanghai 1.30 p.m.; ex-New York via London, Istanbul, Damascus, Karachi, Calcutta, Bangkok 3.10 p.m.

ALL FRANCE ex-Hanoi, Haiphong 2 p.m.

THURSDAY

CNAC ex-Shanghai 11.45 a.m.; ex-Taipei via Swatow 5.30 p.m.; ex-Amoy via Swatow 1.15 p.m.; ex-Canton 4.40 p.m. 6.45 p.m.

CATC ex-Taipei via Amoy, Swatow 6.30 p.m.; ex-Nanking via Canton 6.30 p.m.

H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

PAN-AMERICAN ex-San Francisco via Honolulu, Wake, Tokyo, Shanghai 1.30 p.m.; ex-New York via London, Istanbul, Damascus, Karachi, Calcutta, Bangkok 3.10 p.m.

ALL FRANCE ex-Hanoi, Haiphong 2 p.m.

FRIDAY

CNAC ex-Shanghai 11.45 a.m.; ex-Taipei via Swatow 5.30 p.m.; ex-Amoy via Swatow 1.15 p.m.; ex-Canton 4.40 p.m. 6.45 p.m.

CATC ex-Taipei via Amoy, Swatow 6.30 p.m.; ex-Nanking via Canton 6.30 p.m.

H.K. AIRWAYS ex-Canton 10.55 a.m.; 1.15 p.m. 3.35 p.m. 5.55 p.m.

PAN-AMERICAN ex-San Francisco via Honolulu, Wake, Tokyo, Shanghai 1.30 p.m.; ex-New York via London, Istanbul, Damascus, Karachi, Calcutta, Bangkok 3.10 p.m.

ALL FRANCE ex-Hanoi, Haiphong 2 p.m.

Shipping Arrivals

YESTERDAY

LAKEIDE (Dowell), Canadian, 4.37 p.m. ex-Shanghai, J.W. Nicholson.

SANGLA (Mac. Mac), British, 5.53 p.m. ex-Calcutta, I.L.L.A. Lond. A12

VAN HOUTE (R.I.L.), Dutch, 8.00 p.m. ex-Hongkong, A13

TODAY

PERNFIELD (Thorsen) ex-Atlantic Coast

WONGANG (Jardine) ex-Shanghai

YONGHOU (H. & S.) ex-Swallow

TOMORROW

GLENAPP (Jardine) ex-U.K.

SHAN (Jardine) (Patillon) ex-New York

SHAN (Jardine) (Patillon) ex-New York

SHAN (Jardine) (Patillon) ex-New York

SHAN (Jardine) (Patillon) ex-New York

SHAN (Jardine) (Patillon) ex-New York

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SHAN (Jardine) (Patillon) ex-New York

SHAN (Jardine) (Patillon) ex-New York

SHAN (Jardine) (Patillon) ex-New York

CHINA

Oct. 2

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SUNSHINE (H. & S.) ex-Shanghai, 3rd week

SINKIANG (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

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SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

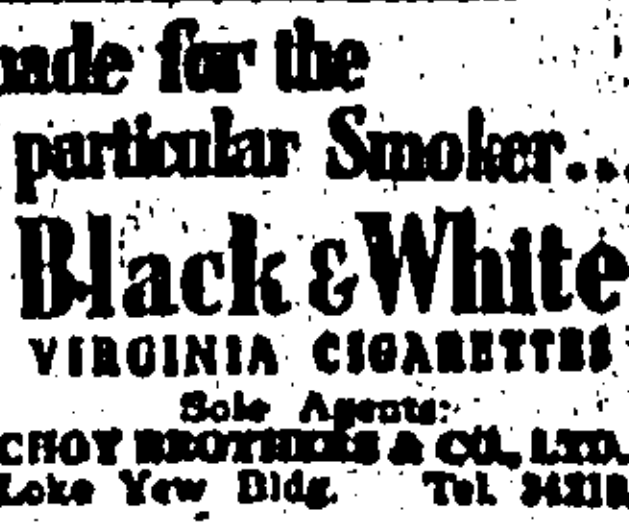
SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week

SHANGHAI (H. & S.) ex-Shanghai, 3rd week



HONG KONG, SATURDAY, OCTOBER 2, 1948



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